1: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

THE PEARLING FLEETS

The bulk of the main pearling fleets sticks together, the Kuwait fleet moving down the coast while the Bahrein fleet moves up. The pearlers of the Trucial Coast follow the banks from Ras al-Khaymah to Qatar, a straight-line distance of over 400 miles. The Oman pearlers never go above Halyl Island; they work various areas around the islands in small fleets of 10 to 20 boats, the smaller vessels usually working the grounds nearest their home ports. A pearler assumes a position on the edge of a bank so that by paying out anchor line it will drift across the bank. When the divers begin to bring up only a few oysters, the boat is allowed to drift to a new position. After it has worked completely across the banks, the crew moves it back with the sweeps, to chants and drum beating. It is here that the true skill of the *nakhoda* comes into play — to keep his ship over virgin beds. When day ends the large ships stay on the beds and the crew settles down for the night; the smaller ships usually make for a protected anchorage.

Estimating the number of dhows and men employed in the Persian Gulf pearl fisheries is similar to estimating the population of the Arabian Peninsula. The published figures are largely based on Arab guesswork; most of them are probably much too high. Registers of a sort are kept in every town and port along the coast sending boats to the fisheries, so that figures do actually exist. But these are not published, and an accurate count would necessitate a survey of the whole long Gulf littoral.

In one of the earliest European references to pearling in the Persian Gulf, Niebuhr states that in 1763 the inhabitants of Kuwait lived by the fishery of pearls and fishes, and were said to employ more than 800 boats in these tasks.[11] Over half a century later, Wilson estimated that the pearl fishing boats on Bahrein amounted to about 1,500.[12] In a short account of pearling on the Trucial coast, Whitelock states that in the 1840's there were said to be something over 3,000 boats in the Gulf fisheries.[13] Whitelock adds that the smallest boats had 5 men and the

[11] Carsten Niebuhr, *Travels Through Arabia* (Edinburgh, 1792), p. 127.
[12] D. Wilson, *op. cit.*, p. 285.
[13] H. H. Whitelock, "An Account of the Arabs of the Pirate Coast," *Trans. Bombay Geographical Soc.* I (1844), pp. 42, 45.

1: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

largest about 18; but as the smaller boats were the more numerous, he used 9 as an average to arrive at a total of 29,000 men employed in the pearl fisheries.

Zwemer estimated the number of pearling boats out of Bahrein in 1896 as about 900, those out of Qatar as 200, and total number of boats as 5,000, employing 30,000 men.[14] However, the figure of 900 does not seem to justify the total of 5,000; since Zwemer lived on Bahrein Island the figure of 900 would seem to be the more accurate. Zwemer is apparently responsible for the figure of 5,000 dhows in the pearl fisheries which has appeared in print so frequently since: Villiers and Simpich state that there were 5,000 boats at the turn of the century, employing 80,000 men,[15] while O'Shea states that in normal times there are about 5,000 boats employing 74,000 men.[16]

Evaluating these estimates and others not mentioned, one is led to the conclusion that there were never over 3,000 boats engaged in the Persian Gulf pearl fisheries, and probably not over 40,000 men. Taking the figures that may be considered as relatively reliable, we arrive at the following average for the fleet during the boom years:

Bahrein (Zwemer)	900
Kuwait	600
Qatar (Zwemer)	200
Eastern Arabian ports	200
Trucial coast (Whitelock)	700
Persian ports (Whitelock)	100
	2,700

This figure would seem to be a fair estimate for the size of the pearling fleet at the turn of the century, and if anything is on the high side

The first few decades of the present century were the last prosperous years that the Gulf pearl fisheries saw. Whereas, at the turn of the century there were almost 3,000 boats engaged in the fisheries, today there are hardly one-fifth that number. An

[14] S. M. Zwemer, *op. cit.*, pp. 100–101.

[15] Alan Villiers, *Sons of Sinbad* (New York, 1940), p. 373; Frederick Simpich, "Rise of the New Arab Nation," *National Geographic Magazine*, vol. 36 (1919), p. 388.

[16] R. O'Shea, *op. cit.*, p. 132.

1: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

estimate of the number of boats operating in 1946 would be as follows:

Bahrein	150
Kuwait	100
Darin, Qatif, Jubail	30
Trucial coast, Qatar, and Persian ports	250
	530

Manning these 500-odd craft were probably not over 10,000 men.

In Oman a strange balance of labor has been set up by the coincidence of the pearling season with the date harvest. Starting about June there is a migration of men northward from the Batinah Coast to the Trucial Coast; these men work the pearl fisheries. Some go north in caravans, others sail up in their *bedens* and other dhows. Opposed to the flood of men who make this temporary migration is a counter-migration of women who move southward from the Trucial Coast to the Batinah Coast; these women are hastening to the date groves for the date harvest. Often the women journey southward on the caravans which are returning from carrying the men to the Trucial Coast. Several months later, in September, the journeyers start the return home.

Bertram Thomas states that a considerable percentage of the army of men annually migrating northward to the Trucial Coast is composed of slaves.[17] These Batinah contingents are usually accompanied by a tribal agent who enlists them with some pearling *nakhoda*. The slaves are the best divers, as they have been at it from youth; freemen usually work the ropes in Oman. Slave divers are noted for their lack of fear of diving into deep water or into muddy water containing weeds. So great is the need for labor in the Trucial pearleries that boats sail into the Gulf from as far away as Socotra to join the pearl fishing.[18]

Pearl fishing is a seasonal occupation, as the divers must wait for warm summer water before starting to dive. Probably few people realize there is a winter in the Persian Gulf, and that the water gets so cold that swimming for periods of over five minutes is extremely chilling. In Hasa Province it is not uncommon

[17] Bertram Thomas, *Alarms and Excursions in Arabia* (London, 1931), p. 238.

[18] Ibid., p. 143

1: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

for the minimum winter air temperature to be in the middle forties; during this period the sea water temperature in shallow water will be in the low sixties.

Pearl diving requires that the diver's body be almost continually in the water. From experience the Arabs have found that the surface water temperature has to be about 85° F. before continued deep-water diving is feasible; thus the main pearling season (*al-ghaws al-kabir,* or "great diving") averages four months — from June into the first week of October. During this time the maximum surface water temperature exceeds 90° F. (in August) off Hasa. O'Shea states that on the Trucial Coast *al-ghaws al-kabir* often lasts until late October, the water apparently remaining warmer longer there than further north.[19] In addition to *al-ghaws al-kabir,* there are two other seasons: the "cold diving" season (*al-ghaws al-barid*) running from April to May, and the *mujannah,* running from October to March. The smaller boats run out in the shallower (warmer) waters for *al-ghaws al-barid* and act as a barometer for the season, while the *mujannah* is worked by waders who work along the shore when the tide is out, many equipped with glass-bottom "look boxes."

For *al-ghaws al-kabir* the various fleets, whether from Kuwait, Bahrein, or the Trucial Coast, leave port en masse with flags flying, to the beating of drums and Arab chants. The few boats from the smaller ports slip out without fanfare. It is a stirring sight to see these fleets of dhows maneuver with their sweeps and then set forth under huge spreads of lateen sails, with their freshly oiled, burnt-brown hulls glistening across the aquamarine water, like some ancient Phoenician or Roman fleet.

An admiral represents the pearl fishing fleet of each port. It is the admiral's boat which leaves the port first, and the admiral's duty to determine when the water becomes too cold for continuous diving. It is considered improper (by the owners) for the *nakhoda* of any large vessel to leave the pearl banks before the admiral leaves.[20]

[19] R. O'Shea, *op. cit.*, p. 137.

[20] The admiral of al-Khobar, Saudi Arabia, now works for the Arabian American Oil Company, for al-Khobar no longer sends vessels out to the pearl grounds.

Ar dower C-4 (1945-1947) 195. MK2 Maritime Arabs MK2

their graves, and justly, too, for diving probably hastened their end. The Government demands that account books be given each diver and that they be kept up properly, and sends inspectors to see that they are. Before the season begins at Bahrein the amount of cash advances is agreed upon and proclaimed. The divers have put up a terrific objection to this limitation, for it seemed to them that they were simply getting less money. They could not understand that their debt was being lowered—in fact they did not care, for hadn't they always been in debt?

There is a "diving court" which enforces the arbitrary laws of the industry, such as those dealing with engagement of labor, taxes, spurious pearls, etc. The court also disposes of any case of a *nakhoda* who cannot pay off his debts; the *nakhoda* may lose his boat and divers, but not his personal property.

There has never been any noticeable effort on the part of the ruling sheikhs to better the lot of their subjects: if they were unemployed for long periods in the winter they would be sure to work harder during the pearling season to pay off their winter's debts. As the local sheikhs levy a tax on every boat and get a cut of some sort on the proceeds, the pearlers in a sense work for them. The sheikh thus always looked on the lack of other employment with favor, for if a man were happily employed as a farmer, fisherman, or herder there would be little incentive to enter the pearling purgatory. Under normal conditions the divers have an eight months' loaf during which time they live off their *nakhoda;* this is to the liking of both the diver and the *nakhoda.*

However, many divers do find other work, as fishermen or mariners. The depression of the thirties hit the Persian Gulf pearl industry with great suddenness. Within a short period tens of thousands of pearlers in the Gulf found themselves without an occupation. The marine stock of Kuwait rose to the situation and gradually shifted to cargo hauling between Kuwait and Basra, Iran, India, South Arabia, and East Africa. Large ocean-going double-ended dhows have carried the fame of Kuwait seamanship throughout the Middle East, sailing to Africa on one monsoon and back on another. Kuwait oil operations have been drawing on this labor supply as well, so that nowadays the

2: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

maritime *nakhodas* are having difficulty in getting crews. Many of their sailors, who also operated under the debt system, are now working for oil interests.

On Bahrein oil began to be developed as early as 1932, just when the pearl industry started its real slide. Oil come late for Saudi Arabia, and it was not until 1945 that the industry absorbed large numbers of native laborers. By then the town populations were so well adjusted that most of the labor came from the desert Bedouins. These jobs with the oil companies at first absorbed the unemployed, but as the oil projects developed they have absorbed more than the unemployed, until now the *nakhodas* of Bahrein, Kuwait, and Saudi Arabia are having an increasingly hard time finding divers; the divers are working for the oil companies and paying off their debts.

The Trucial Coast has yet to have the oil boom wash its shores. Today many men still make the northern trek from the Batinah coast, and the *nakhodas* there have little difficulty in finding pearling crews. But the happiest Arabs in the Gulf are the sheikhs in the oil areas, for even though their revenue from pearls is at an all-time low, they now get their cut from oil, a much more lucrative and reliable commodity.

2: Villiers T-5 (1938-39) 1948 MK2 Maritime Arabs MK2
Kuwait MI 1

K MA 396 439

building and trading port of the Persian Gulf, though offering little trade itself. Its only real rival in the deep-sea trade was the ancient port of Sur, near Ras al-Hadd, on the Gulf of Oman. Figures for the port of Sur were unobtainable, but there must have been at least 100 deep-sea dhows sailing from there, the majority to Mogadishu, Mombasa, and Zanzibar. Several ports on the Trucial Coast of Oman also sent their quota of deep-sea ships to Africa and India; and Muscat and Mutrah Bay, and the ports of Lingeh and Qishm, in Iran, contributed a few. But the flag of Iran was a rarity in both Indian and African ports, compared with the Arab.

K MA 396 439 464

In addition to the Persian Gulf and Omani ports, Mukalla in the Hadhramaut, Ma'alla by Aden, Hodeida, Mocha, and Luhaiya in the Yemen, and Qizan on the coast of Asir in the Red Sea, all build and maintain considerable fleets of dhows. These I have seen, personally; there are many ports I was unable to visit. It is probable that the dhow trade round the Arab coasts employs upwards of 2,000 vessels of one sort or another, in which at least thirty or forty thousand men gain some sort of livelihood.

K M.A. 439 505

For many years, steamers of the British India Company have been trading in the Persian Gulf. Kuwait is still well served by steamers from Karachi, and an occasional long-voyage vessel used to put in from New York and London, even before the oil resources began to be exploited in 1940. American, German, Italian, and British lines, none of them likely to overlook any cargoes, all traded to the Gulf. The African East Coast and the Indian coasts are even better served. How is it, then, that a dhow trade of such importance still survives? How is it organized, and how managed?

K MA 488 439 505

One reason — perhaps the chief — why the ancient trade with the monsoons down the Indian Ocean not only survives but flourishes is that the dhows warehouse the goods they carry as well as transport them, and it suits the merchants better to have 10,000 packages of new season's dates divided among a fleet of dhows, than in the hold of one steamer which will unload the lot in a day or two, and flood the market. Ten thousand packages provide cargoes for at least five large dhows; the dhow master does not care how long he takes to discharge his cargo, for his overheads are trifling, his crew works on shares and handles all cargo, and

3: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK?

one in each hand (Fig. 9), he works the net around the edge of the stockade and empties the fish into palm-leaf baskets (Figs. 10 and 11). Most of the fish weigh less than a pound, but it is not unusual for a weir to yield many hundreds of pounds of fish in a tide change, though sometimes only enough are caught to feed the fishermen. The fish are usually sorted into two or three grades and are often sold on the spot. Several times I saw sharks as large as six feet trapped in the stockade; extracting these monsters was a delicate task. Most of the cuttlefish used as bait in the basket fishtraps come from these palm-stem fishweirs.

There seems to be a direct correlation between the amount of fish caught in a weir and the wind velocity, at least on the Ras Tanura peninsula. The Arabs can estimate their catch simply from the atmospheric conditions prevailing before low tide: if the *shamal*, the strong north wind, has been blowing, the haul is sure to be good.

I never saw the effect of the wind fail. In the fall jumbo shrimp, equal to any found in the Gulf of Mexico, are caught in these weirs. If there had been little wind, the catch would be small, but if the wind had been considerable, there were sure to be several dozen nice shrimp. The 10 weirs on the Tarut Bay side of Ras Tanura yielded at the most only several dozen shrimp, most of which came from two funnel weirs; the shrimp that appeared in local markets in large quantities came from the weirs on the flats around Qatif. The shrimp in Arabian markets is sun-dried, so that it can be stored and sold in any season.

As a rule, the men who work a fishweir get half the profits, and the owner gets the other half. The profits are figured by deducting from the gross return the cost of the workers' food and of the material required to maintain the weir. If a trap fails to produce, the owner sometimes supplies the tenders with cash, which must be repaid later.

In summer the daylight low tide in the Persian Gulf at Ras Tanura is about two feet higher than the minimum, in February. The water does not get low enough in the weirs to trap fish effectively, and the summer catch is therefore poor. Usually trap tenders are assigned to pearl diving and rock mining, possible only in the warmer months; one man is left to collect the small catch and keep the weir in condition. When Ramadan, the great Moslem fast month, falls in summer, the Arabs on Tarut Bay allow their fishweirs to fall into disrepair. It is surprising how fast a weir will disintegrate under even the slight wave action in a sheltered area such as Tarut Bay. In 1945 there were several strong shamals during Ramadan (then the last two weeks in July and the first two in August), which, coupled with the

[text continued on p. 393]

his great toe completely severed by a large piece of faroush that had slipped and hit his foot as he stood on the sea bottom.

Hasa, known to Americans familiar with native construction in Arabia as "sea rock," is found on the sea bottom in more or less solid deposits, from which a diver pries pieces (Fig. 15). Faroush is much more difficult to mine: it takes at least a day to get a boatload, whereas a crew may get three

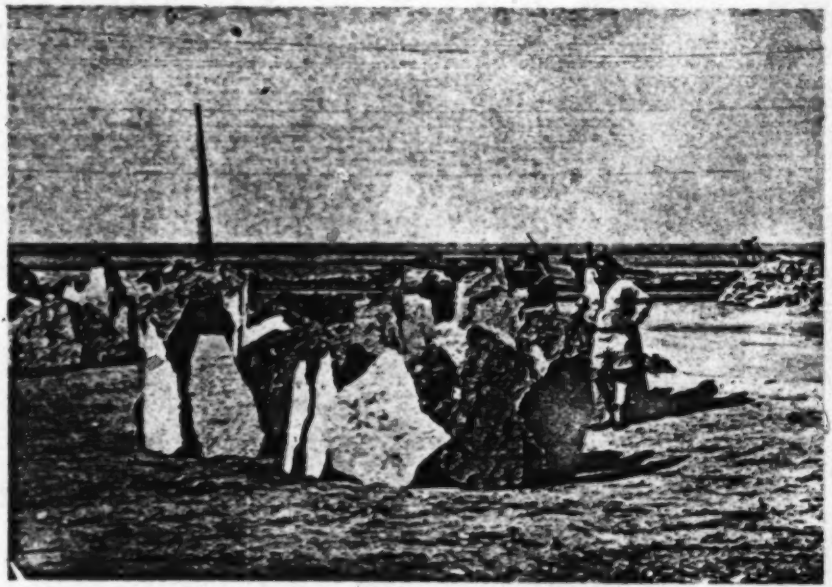

FIG. 14—Author standing by slabs of *faroush* on the shore of Bahrein Island. Faroush is mined near Bahrein in much larger pieces than in Arabian waters. Pile of *hasa* in right background.

or four boatloads of hasa a day. Faroush is sold by the square measure, hasa by the cubic measure.

The rock divers, like the pearl divers, work only in the warmer months. Since they generally work in water that is shallower than the pearl waters and therefore remains warm longer, the mining season is two or three months longer than the pearling season, which is only four months. The rock divers do not work constantly, hour after hour, day in and day out, as the pearl divers do, since each boatload has to be sailed to shore. A small stock pile of faroush and hasa is always maintained in every seaboard town, and most of its buildings are constructed from these two rocks. Lime is made by burning hasa.

The crews mining coral rock work on the "debt system," notoriously exploited in the Persian Gulf pearling industry. Although they are paid good

wages, they are given cash advances and food during the winter and during slack periods. They never seem able to pay off their debts to the dhow owners.

PEARLING

The most colorful marine industry of the Persian Gulf is pearling.[1] Pearling is definitely a seasonal occupation, confined to the months when

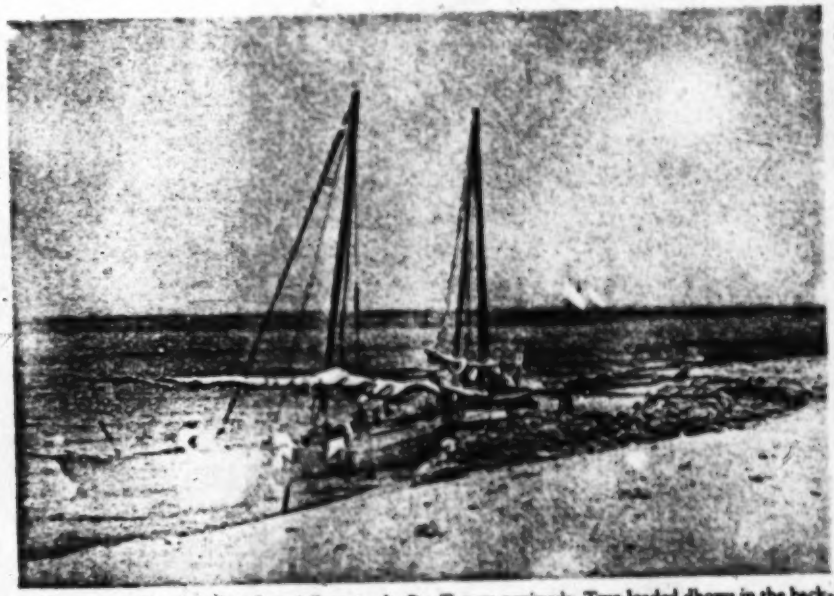

FIG. 15—Unloading hass from jalbuts on the Ras Tanura peninsula. Two loaded dhows in the background are bringing in more.

the water is warm. On the Persian Gulf coast of Arabia the minimum winter air temperature is in the middle forties, the shallow-sea temperature in the low sixties. From long experience the Arabs have found that they can begin deepwater diving in June and continue until the first week in October. At the start and finish of the season the surface-water temperature is about 85°, but the deep-water temperature is considerably less; the maximum surface-water temperature may exceed 100° in August. Before this main season the *ghaus al-kabir* (great diving), there is a season of about two months, known as the *ghaus al-barid* (cold diving), when smaller boats work the shallower waters near their home ports; during the winter many men go out as "waders" at low tide to pick up what they can just below tide level.

[1] See also R. LeB. Bowen, Jr.: The Pearl Fisheries of the Persian Gulf, *Middle East Journ.*, Vol. 5, 1951, pp. 161–180.

2: Bowen C-4 (1945-1947) 1951 MK2 Maritime Arabs MK2

On Bahrein and in Kuweit the governments have made reforms in the pearling industry. On Bahrein a pearl diver's debts now die with him; in other places a diver's debts are passed on to his son or brother. The Bahrein government also demands that account books be kept for each diver, and the cash advances are agreed upon at the beginning of the season.

However, there has been a drastic change in the Persian Gulf pearling industry. The great depression after World War I and the competition from Japanese cultured pearls dealt the pearl fisheries a serious blow. Twenty-five years ago there were nearly three thousand dhows engaged in pearling in the Persian Gulf; today there are not more than six hundred. In the twenties the east-coast ports of Saudi Arabia probably sent several hundred boats to the pearl fisheries annually; today there are not more than several dozen. In the twenties the value of the Persian Gulf pearl fisheries was more than a million dollars; today it is less than a quarter of a million.

Thousands of divers and attendants were thrown out of work. In Kuweit numerous pearlers found employment on sailing ships traveling to India and Africa. On Bahrein Island many were absorbed by the rapidly expanding oil industry. In Saudi Arabia oil development came late, and the unemployed pearlers had already been absorbed as fishermen, rock miners, and farmers; in fact, so well adjusted were the Saudi Arabian towns that when the Arabian American Oil Company needed large amounts of labor in 1945, it had to hire Bedouins from the desert. Oil came late to Kuweit also; however, here workers were drawn from the marine industries, since the Kuweit Oil Company paid higher wages than the workers could get as sailors, pearlers, or fishermen.

Oil has thus been able to offer salvation to the lowly coastal worker of the Persian Gulf. A man in debt can now get a job with an oil company and pay off his debt. So effective has this proved that the Kuweit, Bahrein, and Saudi Arabian nakhodas have difficulty in getting men to send to the pearl fisheries, or to man the sailing ships going to India and Africa. However, oil has yet to come to Oman, so that pearlers still leave the Trucial Coast in large numbers, and many Oman dhows from Sur still sail down to Africa.

5: Harrison D-4 (1912-1924) 1924 MI Middle East
Maritime Arabs MI

deftly searches in all the different places where experience has taught him to look for the small glistening things that bring such a high price in the world's market. It is almost impossible for any one to conceal a pearl as he works. He has scarcely enough clothing for such a purpose, and the watchful eye of the captain is hardly off him for a minute. When a pearl is found, if it is small, as most of them are, it is wiped off on to the big toe or the thumb of the diver. As the work progresses, some of the men will have quite a row of little pearls extending perhaps the whole length of their big toe, to which they adhere because they are damp. As soon as the number of these little pearls is sufficient or a really large pearl is found, everything is taken to the captain, who carefully puts all the pearls in a little bag made of red flannel and keeps them safe. When this work is completed, the diving of the day begins. The delay caused by the search for pearls in the catch of the previous day is not usually more than from half an hour to an hour.

The skill required for the labor is small, and outsiders have little difficulty in qualifying as divers even with no previous experience. Stories are told of Bedouins from the desert, who have never learned to swim, starting nonchalantly to dive with the more experienced men. Men of this sort usually get along all right. Occasionally they drown. Boys sometimes start out even at the age of ten to work as cooks and minor helpers, receiving at first a small fixed wage. Later they are promoted to the position of assistants and soon are divers if they so desire. The work, although it calls for little skill, does require much courage and nerve, and to be a really successful diver a good degree of aptitude and energy is essential. The energetic diver who has at the same time a con-

5: Harrison D-4 (1912-1924) 1924 M1 Middle East
Maritime Arabs MK2

tagiously cheerful spirit is prized highly and receives extra good treatment. The season's success, however, turns only partially on the energy and skill of the men. The fluctuations of the market are pure chance as far as the men are concerned, and the success of the catch is an equally incalculable factor. The weather has also to be considered, for in storms it is impossible to dive, and the "forty-day northwest wind," so called, is likely to take a large number of days out of the working calendar.

The pearl banks stretch for miles and miles in the shallow waters of the Persian Gulf. Occasionally pearl-bearing oysters may be found where the water is so shallow that the very low tides of the first and middle of each lunar month leave the bottom of the sea quite uncovered. However, most of the diving is done in water that is at least four fathoms or twenty-four feet deep. Deeper than fifteen fathoms, that is to say ninety feet, no one dives, and the Arabs insist that at greater depth no pearl-bearing oysters are found. Any rocky bottom between these two limits of depths is suitable territory in which to hunt for pearls. Certain banks are noted as affording good hunting, but most of the season's fishing partakes largely of the nature of exploration and guesswork, trying here and trying there in localities where the catch is reported as good. The number of diving boats at work is large, but the territory available is vast and there is no crowding. The banks are scattered along the Arabian coast of the Persian Gulf for perhaps three hundred miles, so the opportunity for each boat is ample.

[123] These banks are as free as the air. No one exercises any control over them, nor claims the privilege of charging rent for their use. The nominal tax of a diver's share

5: Harrison D-4 (1912-1924) 1924 M1 Middle East
Maritime Arabs MK2

Political troubles became acute some ten years ago or more, and for many years no foreigner was allowed to land on that coast. It was a double pleasure, then, to be invited to visit that part of Arabia four years ago. It is the one remaining nest of slavery in eastern Arabia and the district is still troublesome at times to the bearers of constituted authority, but nothing of that sort is apparent to the visiting doctor. The rich and the poor alike are most courteous and pleasant hosts.

In this district the pearl-diving system is the same as in Bahrein, but the men do not work nearly so hard. They set out to work later in the season, although if the temperature of the water were the only element in their decision, they might be at work sooner, for they lie farther to the south and their water warms up considerably before that near Bahrein. They return to the shore oftener and show much less energy in their work. The pearl banks in the region of the Pirate Coast are less rich than the Bahrein banks, and as might be expected, their catch is much less valuable than that of the boats farther north. It is interesting to see that divers on the Pirate Coast live at about the same general level as those in Bahrein. They could not live at a much lower level, for it would mean starvation. The larger receipts in the Bahrein area have as their only result the creation of a much richer class of pearl merchants than the similar class on the Pirate Coast.

Unquestionably it is the slaves who have reduced the standards of what a day's and a season's work ought to be to its present level on the Pirate Coast. Most of these slaves are negroes from Africa. A few are Baluchs from the Makran coast between India and Persia. They do not number over one-half the divers, probably far

* The Pirate Coast and its capital at Dibai -- Analyst

5: Harrison D-4 (1912-1924) 1924 M1 Middle East

Maritime Arabs M42
Bahrain MZ2

less than that, but their attitude of listlessness and indifference has tended to pull all the rest down to their level. Just why slavery never took root in Bahrein, why the Arabs there never bought slaves to do their diving, is difficult to see. It seems such an easy way to get rich. One reason why Bahrein is a much stronger community financially now than its southern competitor is the fact that slaves have never been brought in to any large extent.

It is a great temptation, this opportunity to have one's work done by slaves, and nothing could seem to offer greater profits. The slaves have no rights. They can be punished if they show less diligence than their owner thinks adequate. They receive no wages at all, only such food and clothing as their master sees fit to give them. Arabs are not the only people that have been deceived by this fallacy. We believed it ourselves a hundred years ago. It has been a disastrous policy from every standpoint. Nothing could exceed the indifference and laziness of the average slave under such conditions. The money spent on food and clothing for these slaves brings a smaller return in service rendered than any wages paid in Arabia. Of that much any one is sure who has watched them work, or rather has watched their very successful efforts to avoid doing any work. Prostitution is commoner on that coast than in any other eastern Arabian community. Slave women are the toys of any man who buys them, and what the Pirate Coast sowed in its treatment of helpless women slaves, it is reaping in an atmosphere of degradation that envelops the entire community from the lowest to the highest.

As passive resisters these slaves are superb. I have seen one of them, disgruntled by some mistreatment or insult, simply lie down on the job and no expostulation